

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS.
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS,**
with which is incorporated the
CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1908.
Complete Edition ... \$10.00
Small ... 8.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

No. 15,721. 號一十二百七千五萬一第 日二十月八年四十三緒光 HONGKONG, MONDAY, SEPTEMBER 7TH, 1908. 一拜禮 號七月九年八零百九千一英港曆 PRICE, \$3 PER MONTH.

WATSON'S
EFFERVESCENT
LIVER SALT.
Highly Recommended for Biliousness,
Sluggish Liver, Indigestion and
Headache.

A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY.
a32

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 275 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. a343

COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908. a3

AUTOMATIC BROWNING
POCKET PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 3 SECONDS.
SIEMSEN & CO.
Hongkong, 6th March, 1907. a3

AUTOMATIC MAUSER
PISTOLS.
CALIBRE 7.65 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 3 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907. a35

MITSU BISHI GOSHI KAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT
SOLE PROPRIETORS OF TAKASIMA,
OCHI, HOJO, "MAZUTA, SAGO,
SHIN, KANTAMADA
Sole AGENTS for
KISHIDAKE, MIYAO, and KIGYO.
KOMATSU Coals.
HEAD OFFICE: MARUNOUCHI,
TOKYO.
BRANCH OFFICES: NAGASAKI,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.
Cable addresses for above: "IWASAKI"
Codes, AL, ABC 5th Ed., Western Union.
AGENTS:—
YOKOHAMA: M. ARADA, Esq.
CHINKIANG: Messrs. CHANG & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI,
Manager,
No. 2 Pedder Street Hongkong.
Hongkong, 7th August, 1908. 781

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 11.15 p.m.
every 1 hour.
SUNDAYS
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.30 a.m. ... Every 10 minutes.
11.30 a.m. to 12.30 p.m. ... Every 15 minutes.
12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 11.15 p.m.
every 1 hour.
SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Building, Des Voeux
Road Central.
JOHN D. HUMPHREY & SON,
General Managers.
Hongkong, 9th May, 1907. a47

MIYASAKI & CO. COAL MERCHANTS.

HEAD OFFICE:—Sakayemachi, Kobe, Japan.
BRANCH OFFICES:—Nishinohashi, SHIMONOSEKI, Japan, and HONGKONG.
CABLE ADDRESSES:—
"MIYASAKI," applying to Head Office and Shimonoseki Branch.
"YUTAKA," applying to Hongkong Branch only.
A. B. C. 5th Edition used.

THE HEAD and BRANCH OFFICES will receive any Order for
JAPAN COALS.
Y. KUBO, MANAGER, HONGKONG.
4th Floor, No. 2, Connaught Road.
Telephone 724.
Hongkong, 3rd August, 1908. a1884

LANE, CRAWFORD & CO.
(TELEPHONE 97).
CARRERAS:
CRIVEN AND GUARDS MIXTURE.
BLACK CAT AND CRIVEN CIGARETTES.

A R D A T H:
MEDIUM AND SPECIAL MIXTURE.
STATE EXPRESS AND QUO VADIS
CIGARETTES.

S M I T H'S:
CELEBRATED GLASGOW MIXTURE.
a30. a30. a30.

LANE, CRAWFORD & CO.
Hongkong, 3rd September, 1908. a39

CUTLER, PALMER & CO..

WINE & SPIRIT MERCHANTS,
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA
ESTABLISHED 1856.

BRANDY	★★★★	Per Case	\$22.50
"	★★★		20.00
"	★★		17.00
WHISKY, FINE MALL			20.00
"			
JOHN WALKER & SONS'			
OLD HIGHLAND.			12.50
"			
C. P. & CO.'S SPECIAL			
BLENDED			10.50
PORT WINE, INVALIDS			20.00
"			
DOUBO.			13.50
SHERRY, FINE SUPERIOR			14.75
"			
LA TORRE.			16.00
"			
OLD EAST INDIA			18.50
"			
AMOROSO			20.00
"			
ROYAL AMONTILEADO			23.00
"			
CUBO SOLERA			26.50
BENEDICTINE, D.O.M.		Qrs. 40.00	Prs. 42.00

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSEN & CO.
HONGKONG AGENTS.
a45

NOTICE.
THE PUBLIC, ESPECIALLY THE SHIPPING COM-
MUNITY, ARE HEREBY INFORMED THAT NEITHER
J. C. LOGAN NOR **LOGAN & CO.**
HAVE ANY CONNECTION WITH OUR BUSINESS
AFLOAT OR ASHORE.

WATKINS LIMITED.
CHEMISTS AND DRUGGISTS,
ERATED WATER MANUFACTURERS.
51 Queen's Road Central.
Telephone No. 708.
Hongkong, 27th August, 1908. a318

AQUARIUS WATER.
A PURE, TREBLE DISTILLED
TABLE WATER
IN QUARTS, PINTS AND SPLITS.
TELEPHONE No. 75.
Hongkong, 12th August, 1908. a34
CALDBROCK, MACGREGOR & CO.,
Wine & Spirit Merchants.

KELLY & WALSH, LTD.
The Winning Post Summer Annual ... \$0.30
The Wild Geese, by Stanley Weyman ... 1.75
The Quanta of Paul Buck, by M. ... 1.75
McDonnell Bodkin ... 1.75
Her Splendid Sin, by Headon Hill ... 1.75
The Liberatorist, by H. Bindloss ... 1.75
Annet Maud, by E. Oldmew ... 1.75
Five Nights, by Victoria Cross ... 1.75
Jack Spurlock Prodigal, by G. H. ... 1.75
Lorimer ... 1.75
The Harvest Moon, by J. S. Fletcher ... 1.75
The Surprising Husband, by R. Marsh ... 1.75
Kate Meredith, by Outcliffe Hyne ... 80
The Evolution of Katharine, by E. ... 80
Temple Thurston ... 80
A Million of Money, by A. E. Meadows ... 80
Amusement, by J. B. ... 80
Lady Mary of the Dark House, by C. N. ... 80
Williamson ... 80
Sinner or Sinner, by Violet Hunt ... 80
An American Duchess, by A. Kennedy ... 80
Madame Domino, by W. B. Cooke ... 80
The 1012 Express, by W. E. Grogan ... 80
A Witch of the West, by W. Young ... 80
The Blotting Book, by E. F. Benson ... 2.00
The Voice in Education, (For all ... 1.75
Voices Using Professions), by ... 1.75
B. Baylis ... 1.75
THE "DADE" LOOSE LEAF
ACCOUNT BOOKS.

GENUINE EAU DE COLOGNE
DISTILLED BY
JOHANN MARIA FARINA (ALTER MARKT No. 54.)
A MOST DELICATE AND REFRESHING PERFUME FOR USE IN THE
HOT WEATHER. DELIGHTFUL IN THE BATH
QUART SIZE \$4.00 PINT SIZE \$2.50
WICKERED BOTTLES.
SOLE AGENTS:
a33 **LANE, CRAWFORD & CO.**

"HONGKONG DAILY PRESS"
PUBLICATIONS.
DIRECTOR AND CHRONICLE
OF THE FAR EAST ... \$10.00
Do. Do. Small Edition ... 8.00
CHILDREN OF THE CATHAY: a
Social and Political Novel, by C. J. ... 3.50
THE JUBILEE OF HONGKONG,
being an Historical Sketch to which
is added an Account of the Celebra-
tions in 1891 ... 1.00
THE HONGKONG TYPHOON, Sept.
1884-1898, (Illustrated Account) ... 0.50
TEMPORARY MINING REGULA-
TIONS IN CHINA ... 0.50
REGULATIONS FOR RAILWAY
CONSTRUCTION IN CHINA ... 0.50
HONGKONG HANSEATIC REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL, Pub-
lished Annually ... 4.00
MOUNTINGS OF NAVAJO GUNS
and their Subsequent Use with the
Legitimate Ball Column ... 1.00
WARRIOR EXPLOITS OF THE
MERCHANT NAVY, by J. R. ... 1.00
POLITICAL OBSTACLES TO MIS-
SIONARY SUCCESS IN CHINA ... 0.25
TRADE MARK REGULATIONS
IN CHINA ... 0.25

NOTICE TO KOWLOON RESIDENTS
EXTRA COPIES of Daily Press are on
sale at the following stores:—
KOWLOON BOOK STALL, Ferry Wharf
Messrs. E. EUTON & SONS, Kow-
loon Store, No. 88, Elgin Road.
Messrs. HUNG CHEUNG, Elgin Road.
Mr. AH YAU, Hongkong Ferry Wharf Stall

ON SALE
THE FIFTY YEARS
ANGLO-CHINESE CALENDAR
日曆英中曆十
From 1st JANUARY, 1864 to 31st DECEMBER,
1912, BEING FIFTY YEARS OF THE
7TH CYCLE TO THE 60TH YEAR OF THE
7TH CYCLE THAT IS THE 3RD YEAR OF
THE CHINESE CALENDAR OF THE 38TH YEAR OF
KWONG SUI.
PRICE 25 CASH
On Sale at the "Hongkong Daily Press"
On Sale at Agents in all the Ports of the
Far East.
The Book will be sent by Registered Post
(free) to any part of the World unrepresented
by Agents on receipt of Money Order.

THE GRAND HOTEL.
DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situating in close proximity to the Harbour
and Railway Station.
BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
E. DOMBALLE } Proprietors
M. MAILLE }

MAIL TABLES
FOR 1908.
Shows the dates of departure of the Mail
to Europe and America, and the dates of their
expected arrival at their destinations, as well as
the dates of return Mails.
Mounted on Card ... 20 Cents
On Paper ... 20
On Sale at the Hongkong Daily Press
Hongkong, 17th January, 1908.

INSURANCE
THE STANDARD LIFE OFFICE.
(ESTABLISHED 1825.)
Funds nearly
£11,000,000.
BEFORE assuring elsewhere compare the
Standard's rates with those of other
Companies.
DODWELL & CO., LD.,
Agents.
a1023-1

HOTELS
HONGKONG HOTEL
First-Class and Up-to-Date.
Dining accommodation for 350 Persons
Well Furnished Reception Rooms
Private Bar and Billiard-Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms
Ladies' Clock Rooms
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
a39 **A. F. DAVIES, Manager.**

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. a1109

"KINGSCLERE,"
PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
MACDONNELL ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSE."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet
putting green and fine stabling for horses.
Proprietress, Mrs. G. SACHSE.
a1

"BRAESIDE,"
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Bedrooms, every home comfort
Fine View of the Harbour; Reduced Terms
for the Summer Months. Telephone No. 680.
Apply to—
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. a40

ORIENTAL HOTEL
Telephone 187.
No. 2, QUEEN'S ROAD CENTRAL.
Mrs. M. MATTHEW, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel.
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
C. FREERICH,
Manager.
Hongkong, 5th September, 1908. 1288

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

THE Hotel is under European manage-
ment, and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles north-west of Hongkong.
Two steamers (the Sui Tin and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with both
these centres.
Cable Address: "BOA VISTA"
For Terms, apply to
a316 **THE MANAGER**

MACAO HOTEL.
SPECIAL REDUCED SUMMER RATES
PER DAY \$4 to \$7 according to Room selected
WEEK \$25 to \$40 do. do. do.
MONTH \$200 to \$120 do. do. do.
WEEK-ENDS—Saturday afternoon to Monday
morning—\$10.
Two persons occupying one room, will be
charged a rate and a half only.
Children under 12—half rates.
SPECIAL TERMS FOR FAMILIES.
Excellent Cooking by A. M. CHONG, for over
seventeen years Chief Cook with the
late Mr. J. W. OSBORN.
a124 **WM. FARMER,**
Proprietor.

INTIMATION

A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

CIGAR
MERCHANTS
AND
TOBACCONISTS.

Genuine

CALABASH
PIPESBB PIPES
in great variety.

TOBACCOS

John Cotton's Tobacco, Nos. 1 and 2.
Ardath Special Mixture.
Garrick Smoking Mixture.

All well-known brands kept in stock.

CIGARETTES

Garrick Cigarettes
State Express
State Express de Luxe
Que Vadis
Bouton Rouge
Felicita
(Anglo-Egyptian Cigarettes,
etc., etc., etc.)

CIGARS

All brands of Manila Cigars kept in stock,
in fine condition.SPECIALLY RECOMMENDED—
LOLITAS, AROMATICS
AND ESTRELLAS.

A. S. WATSON & CO.

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 28th August, 1908.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column
should be addressed to the Editor.
Correspondents must forward their names and ad-
dresses with communications addressed to the
Editor, not for publication but as evidence of good
faith.All letters for publication should be written on
one side of the paper only.No anonymous signed communications that have
already appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Edition.
P.O. Box 24. Telephone No. 12.HONGKONG OFFICE: 10A, DES VOGES ROAD (J.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 7TH, 1908.

It is of interest to note that in 1907, the first year after the promulgation of the Anti-Opium Edict, the import of foreign opium into China actually showed an increase on the returns for 1906. In that year the import was 54,117 piculs while in 1907 it amounted to 54,584 piculs— notwithstanding the fact that the total arrivals and shipments at Hongkong for 1907, as compared with the figures for the previous year, showed a falling off of 6,724 chests for arrivals and 5,370 chests for shipments. What the explanation of the increased import into China may be, while the arrivals and shipments at Hongkong show such a material reduction we do not know. Some few weeks ago we reviewed the reports made by the Customs Commissioners at the Yangtze ports in regard to the opium traffic in that region last year, and the general interest evinced in that review, which was reproduced by several of our contemporaries in other ports, suggests to us that a similar review of the trade in the Southern ports would be no less acceptable.

Taking first, then, the port of Canton we find the Commissioner reporting that in spite of local anti-opium efforts, there has been no very striking diminution in the importation of the foreign drug; the quantity for 1906—11,146 piculs—was the highest for many years, but it only exceeded the 1907 import by 742 piculs. As to Native opium the import showed an excess of 539 piculs on that for 1906. Therefore, says Mr. King, taken in connection with the foreign figures, the trade may be said to have remained very

much in statu quo. Passing to Mr. W. R. M'D. PARR's report on the Kowloon trade we find the statement that some 1,040 piculs of foreign opium passed the Kowloon frontier—the highest figures for the last 16 years—being an increase of 33 over the previous year's figures. Turning, however, to Leppa, we find Mr. WILKINSON reporting that the import of foreign opium fell short of his 1906 figures by 244 piculs. Mr. von LINDHOLM at Samshui reports a decrease of 90 piculs. Mr. VAN AALST at Wuchow says that during the year 1907 over 5,000 piculs of native opium came to Wuchow of which only 976 piculs passed into Kwangtung by junk. This showed a great decrease on the figures for preceding years. "Due, it is said, to the drug being now carried towards Pakhoi." When we turn to the report of the Commissioner at Pakhoi (Mr. ACHESON) we find the statement that the quantity of foreign opium imported—269 piculs—was the greatest in any year since 1894, the only reason he had heard of for the increase being lower prices in Hongkong and consequent ability of the people to buy more of the drug. The trade in native opium is small, being only 14 piculs against 8 in 1906.

Taking now the ports North of Canton, we find that at Swatow there was a falling off, of 77 piculs, in foreign, and 1,410 piculs in native opium. Mr. HARRIS mentions a report that some 25 per cent. of smokers attempted to abandon the habit, but about a third of the number returned to the pipe. The Commissioner, however, says that diminution in the use of the drug and antipathy to the trade are perceptible. Coming to Amoy, we have Mr. BOWEN reporting that the total gross importation of foreign opium amounted to 3,870 piculs, "which is actually, with the exception of two years—1897 and 1903—in which arrivals of native opium were small, the largest importation since 1893. This result, which, as the Commissioner remarks, is somewhat surprising in view of the closing of the opium dens during the year, is attributed in the report to the high exchange during the greater part of the year. As regards native opium, the Commissioner reports a decrease of about 800 piculs in the import, but he does not attribute it to diminished consumption. It is due, he says, no doubt, partly to the larger arrival of the foreign drug and partly to the large local production. Finally we come to Foochow. Here Mr. MONTGOMERY reports, a good deal of energy has been shown by the officials and anti-opium associations established in Foochow and the neighbourhood to reduce the consumption of opium, and he believes they have had some success with the younger men. "The import of foreign opium for the year shows a decline of 168 piculs while the import of native opium fell off by 372 piculs. Through some of the Southern ports are in proximity to opium-growing districts we note only one reference to diminishing cultivation. That is in the report of Mr. von STRAUSS, the Commissioner at Nanning, on the West River. Formerly, he says, about 3,000 chests of Yunnan and 5,000 chests of Kweichow opium are said to have been sold in this city; but during the last few years a gradual decrease has taken place, and during 1907 it is said to have fallen about 40 per cent below its original amount. "How seriously this decrease in native opium must affect Nanning trade can easily be judged from the fact that it formed a medium of barter and was generally exchanged here for various kinds of foreign goods, mostly cotton yarn."

Two reasons, the Commissioner adds, are given for the decrease; first, the introduction, three years ago, of an increased tax on native opium in the Two Kwang provinces which is said to have brought about an alteration of its old trade routes, and, next, the anticipation that opium would be prohibited is said to have induced many growers to give up the cultivation of the poppy, and take to growing cotton instead. It may be that in the Two Kwang the internal opium tax is more successfully gathered than in some other parts of China. For instance, foreign opium merchants complain that the greater part of the large production in the Amoy districts evades duty and is carried clandestinely by junk as well as overland to all the neighbouring centres of consumption. "This may or may not be the case," says the Amoy Commissioner, "but considering the well-known lawless character of the Tungshan people—the district in which the great bulk is grown—and the fact that an opium tax collector was killed there some two years ago, it would seem that the control of the growers in that region is at any rate not conducted without difficulty."

On the whole then it cannot be said, so far as the year 1907 is concerned, that there is any very substantial evidence of honest compliance with the Anti-Opium Edict. So far as the foreign drug is concerned, the import in 1907 was slightly larger than in 1906, and the only evidence of diminished cultivation of native opium the Customs reports afford, is that we have quoted from the report on the trade of Nanning. The year 1907 has done little more for the cause of the reformers than reveal the difficulties of the task to which they have set their hands.

The regulations concerning brewery licenses are published in the Gazette.

An aged Chinese, who fell from the window of his house in Riet Street to the ground, a distance of 41 feet, was killed instantaneously on Saturday.

The unveiling of the memorial window erected to perpetuate the memory of the late Bishop Hoare is announced to take place at the morning service on September 20th. His Excellency the Governor will perform the ceremony.

Great damage to crops has been caused in the province of Shantung by torrential rains. Traffic on the railway between Tientsin and Tientsin was interrupted for a few days. Hundreds of peasants are reported to have been completely ruined by the rain.

A strange accident occurred at the Anglo-Chinese School in Peking through a slate pencil piercing the heart of a Chinese child. Like most school children, the boy, who was about eight years old, carried a sharp pointed pencil in his coat pocket. During recreation time, he somehow fell forward, the pencil being in such a position that it pointed and entered his body. It pierced his heart to the depth of over two inches and snapped. He was taken to the General Hospital, where the doctor extracted the broken end, but, owing to the vital place of the wound, the poor lad succumbed.

The Straits Times hears from a very reliable source that the Johore Government has accepted the tender of Mr. Tan Joo Tseam, Johore, for the Johore Opium and Spirits Farms for the sum of \$37,000 per month. The amount paid previously by the Opium and Spirits Farmer was \$37,500. When it was found that the revenue was insufficient and the Farmers craved the indulgence of the Johore Government, the monthly sum was reduced to less than \$30,000; but even then the Farmers did not consider that they could carry on remuneratively, and they were released from their contract.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st August, 1908, as certified by the managers of the respective banks is as follows—

Banks.	Average Specie in Amount Reserve.
Chartered Bank of India, Australia and China.	3,765,479 2,803,000
Hongkong and Shanghai Banking Corporation	14,594,134 10,000,000
National Bank of China, Limited	108,231 36,000
Total	\$11,467,893 12,839,000

The Wei Wu Pu has drawn up some new regulations about the protection of foreign missionaries in the various provinces with a view to preventing anti-missionary riots in future. The Foreign Ministers in Peking will shortly be notified about the regulations so that they may be put into force as soon as possible. It is said that the regulations do not interfere with the work of the missionaries at all and are simply for the guidance of the local Chinese authorities. In future no foreign missionaries will be recognised by the Chinese Government unless their names have been registered in the books of the Wei Wu Pu through their respective ministers.

A DEMENTI.

A telegram from Peking states that the report of the recall of H.E. Wu Ting-fang, Chinese Minister in Washington, in consequence of certain statements made by his Excellency concerning the suggested American-Chinese Alliance, is untrue, and that the Grand Council has never proposed anything of the sort.

THE "ARRATON APOAR."

The Japan Chronicle of the 28th ultimo contained the following paragraph:—
"The British steamer 'Arraton Apoar' was to be allowed to leave the Nagasaki Quarantine Station at 8 p.m. on Thursday for Yokohama upon the expiration of her ten days' detention. Of the six Indian sufferers from cholera among her passengers three have succumbed, and the other three are still under treatment. Dr. Heasley, one of the cabin passengers, who was also affected by the disease, will remain at Nagasaki with his wife."

SHIPPING NEWS.

Great anxiety, says the N.C. Daily News of the 3rd inst., is felt concerning the steamer "Myra" which is six days overdue on her voyage from Yokohama to Shanghai. It is feared that she has gone down in the typhoon that wrecked the "Dunearn."

A notice has been issued warning mariners that floating mines are again making their appearance near Vladivostok and in Amur and Ussuri Bays. There is great expectation that these mines will still retain their explosive element.

W.K. AND THE CHOLERA EPIDEMIC. Owing to the prevalence of cholera in South China the Nippon Yusen Kaisha has decided to attach a specialist to every steamer bound for South China in addition to the ordinary physicians on board, to promote the safety of passengers. The specialist is to deal with quarantine and disinfection affairs. The "Kaeng Maru," which left Yokohama on August 27th, was the first steamer to carry such an expert.

TELEGRAMS.

[REUTERS' SERVICE.]

MOROCCO.

London, September 3rd.

Germany's action in sending her Consul to Fes threatens to revive the Moroccan question in its most acute form, and in consequence there is anxiety on the Paris and Berlin bourses. The German newspapers are in a chorus of approval at the turn of events, but the French are uneasy, and suspect an intention on the part of Germany to resume a policy of hostility and provocation. The Paris-Temps says that an immediate and unconditional recognition of Mulai Hafid as Sultan is out of the question, and Germany must not be surprised if she finds herself alone in this matter. France regrets that Germany is not of the same mind as the rest of Europe, but she will not modify her line of conduct.

The German Chargé d'Affaires, in an interview with M. Fiehon, explained Germany's relations with Mulai Hafid, and her views regarding his recognition as Sultan. The British press criticises Germany's hasty action, and thinks that she should have allowed France and Spain to take the initiative. The press also considers that Germany's action destroys the effect of the Kaiser's Strasbourg speech. It is stated that Great Britain is awaiting the decision of France and Spain before taking action.

Germany's action in Morocco continues to depress the bourses.

AMERICA AND JAPAN.

London, September 3rd.

President Roosevelt, writing to the Hon. Elihu Root, United States Secretary of State, concerning the postponement of the Japanese Exhibition, says that the people of the United States hold Japan in peculiar feelings of regard and friendship, and that no other nation is more anxious than America to make the Exhibition a success. The object of the President's letter is apparently to set at rest the latest rumours regarding the relations of America and Japan, notably in regard to the proposed China-American alliance as against Japan.

DISTRESS IN GREAT BRITAIN.

London, September 4th.

The unemployment question during the coming winter threatens to become of the most serious nature, and there is already anxiety in the great industrial centres. Manchester is applying to the government to sanction relief work and a loan of fifty thousand sterling.

At Glasgow yesterday, hundreds of unemployed broke into the Town Hall during a council meeting and were only ejected by the police after a severe struggle.

THE GALES IN ENGLAND.

London, September 4th.

Continuous rains and gales have devastated the Kentish hopfields, and a large proportion of the crops are not worth picking. The workhouses are full of unemployed pickers.

THE MEETING OF MINISTER.

London, September 4th.

Baron Aehrenthal and Signor Tittoni conferred yesterday at Salzburg. Tomorrow Baron Aehrenthal visits Herr von Schoen at Berchtesgarden.

EVENING COATS.

JAPANESE AND CHINESE INFLUENCE ON FASHION.

The Japanese and Chinese ideas still hold considerable sway in the province of coats and coats, remarks a London paper. Among the handiwork and most practical evening coats are available Chinese mandarin coats, embroidered with gold and silver, and coloured down to a point about halfway between the waist and knee, and falling from here in plain satin folds almost to the floor.

Some of the Chinese coats are very gorgeous in colouring but perhaps the most attractive are those of soft, heavy, black satin, lined with colour, and embroidered in those Oriental blues, yellows, and greens, with lovely dull blues largely predominating. There are touches of gold in some of these embroideries, and large gold ornaments, with pendant tassels to fasten the coat at the throat.

Other Chinese and Japanese coats much like the mandarin coats in shape are of plain material, merely bordered with Japanese embroidery, or perhaps with large squares of embroidery in each corner at the bottom of the front of the coat, on the chest, and on the sleeves.

CANTON.

[FROM OUR CORRESPONDENT.]

September 4th.

TRANSFER OF I. M. CUSTOMS OFFICIAL. It is reported that the I. M. Customs here received a cablegram from the Acting Inspector-General of Customs yesterday transferring Mr. Alabaster, Indoor Deputy-Commissioner to Hanchow. It is said that Mr. J. C. Johnston, Acting Commissioner at Wuhu, is likely to succeed him here.

THE ARMIES OF THE SOUTHERN PROVINCES. General Chang Wai Chi, who has been deputed by the Board of War to inspect the Reformed Armies of the Southern Provinces, has arrived in Fookien, and is expected here shortly. Viceroy Chang has given instructions to the Military Authorities to make preparations for the reception of the General and also to hasten the preparation of a list containing the number of soldiers enlisted, their names, and the number of rifles and other fire-arms and ammunition in store, and plans of all the barracks and military stations in the Province so as to have them ready for delivery to General Chang on his arrival.

THE CANTON GOVERNMENT CEMENT FACTORY.

The Director of the Government Cement Factory recently reported to Viceroy Chang that, in order to complete the works of the factory, a further sum of 270,000 taels is necessary.

Upon receipt of the report His Excellency instructed the Provincial Treasurer and the Bureau of Local Affairs to pay the amount out of their treasuries. Unfortunately the funds of both these treasuries are rather low, but, as the Cement Factory is regarded as an important Government concern, and the sum required is enormous, the officials of the above departments decided to borrow the amount from a local Shensi bank. The amount will be repaid to the bank in instalments with interest out of the profits made by the Cement Factory.

OPIC SMOKERS DEEMED FROM SERVICE. A few days ago the Commissioner of Customs here dismissed two Chinese clerks for continuing to smoke opium after they had signed the pledge to give up the habit. One clerk had been in the I. M. Customs service for about 18 years. It is said that he originally purchased the addiction for 3,000 taels.

FLOOD RELIEF FUND. The following gambling monopolies viz.—Shew Wing Shan Pin Co., Woon Sabur Fanlan Co., Old Walled City Fanlan Co., have donated \$20,000, \$10,000 and \$12,000 respectively to the Flood Relief Fund.

PROVINCIAL TREASURER'S RESIGNATION ACCEPTED.

It is reported that Viceroy Chang has accepted the resignation of the Provincial Treasurer, Woe Pak Fong. On his departure the Provincial Treasury Chancellor will be appointed Acting Provincial Treasurer.

FRENCH OFFICIALS DECORATED. On the recommendation of the Viceroy of Canton, several officials of the French Colony of Kwangchow-Wan have received decorations of the second and third degrees from the Chinese Government for services rendered in capturing pirates.

SILK DEALERS' BOARD. Recently the firm of Mr. T. E. Griffith here entered into a contract with the Mi Lun firm for the purchase of 50 bales of silk and a sum of \$10,000 was paid to the latter firm as bargain money.

On the 18th ultimo, the Mi Lun firm dispatched several folk with 2,500 taels to a town called Hang Sze in the Nam Hoi District to purchase silk from the flatulents there for delivery to Mr. T. E. Griffith. On their voyage to Hang Sze they were robbed of the whole amount while the boat was at anchor at a large village named Ng Cheen quite close to Canton, by a band of robbers belonging to the village of Lam. The leader's name is Tam Yee who is a nephew of Tam Kwok Chi, a powerful resident of this village. The booty was taken to the Ancestral Temple of the village where it was divided amongst all those who took part in the robbery.

H. B. M. Consul-General has reported the matter to the Viceroy who is said to have given orders to the Nam Hoi Magistrate to arrest the culprits and punish them.

THE FAKUMEN RAILWAY.

JAPAN AND ENGLISH CRITICISMS.

The Tokyo correspondent of the Times telegraphed the following on the 3rd ult. Japanese public opinion is evidently much distressed by the comments of English journals on the Fakumen Railway. Japan considers foreign railway concessions in China worthless unless they are protected by clauses protecting them against competition, because China, swayed by the "rights recovery" propaganda, will inevitably render the concessions valueless by the construction of parallel lines of railway. Practically every concession is so protected, and Japan asserts that the principle of exclusiveness has been successfully invoked in favour of British railway concessions in the Yangtze Valley and elsewhere, in cases which compare unfavourably from the point of view of the open door, with that of the Fakumen Railway. Consequently Japan is compelled to regard the recrudescence of unfair and hostile criticism as a systematic campaign designed to create in China and elsewhere a false impression regarding her action, and thereby to force her to withdraw her veto upon the construction of the Fakumen line, although it would be manifestly prejudicial to the interest of the South Manchurian Railway, since both serve the Liau Valley, and the greatest and least distances between the two roads are 32 and 25 miles respectively.

Japan has already borrowed in London two millions sterling on the security of the South Manchurian Railway, and, therefore, honest dealing and the due protection of the interests of lenders and shareholders alike compel her to maintain the principle of the open door. It is contrary to the Peking Convention of 1905, she permitted a parallel line in the Liau Valley, and the relief of Fakumen and the Hsintan were the sole aim of the anti-Japanese agitators, that end would be attainable by the construction of a line from Fakumen to Tientsin, whereas the fact that they insist on a line to Tientsin proves that their motive, finally, Japan knows is not the sole motive. Finally, Japan thinks that the action of the agitators is unjust, and that it disregards the rule of reciprocity and fair play.

THE LOSS OF THE "DUNEARN."

HOW THE DISASTER OCCURRED.

The N. Y. K. steamer "Saikyo-maru" from Formosa brought to Moji the news of the loss of the British steamer "Dunearn," which was caught in a typhoon off Goto Island, near Nagasaki, on the 28th ult. The crew of the ill-fated steamer numbered 52, of whom only two were rescued, one being Mr. William Phillips, aged 24, third officer, and Mr. John London, aged 22, fourth engineer. These two young officers were fortunate enough to be picked up by the "Saikyo-maru" at noon on the 27th. The others were drowned.

The crew of the "Saikyo-maru" made a collection in aid of the survivors, which amounted to ¥57 and this sum was presented to the rescued officers.

The steamer belonged to the Dinedin Steamship Company, of Leith, Scotland, and was commanded by Captain Graham. She left Nikolaisk on the 12th August and arrived at Karatsu on the 24th to load coal. She left Karatsu on the 24th at 9 a.m. for Singapore. The vessel, says the Nagasaki Press, is well-known in Japan ports and Captain J. Graham who had commanded her for over seven years, will be sincerely mourned by many friends in the various ports. He was a native of Edinburgh and, although only 38 years of age, was Commodore of the Dinedin Shipping Company's fleet and had gained the reputation of being a careful and skilful seaman. The "Dunearn" was the last vessel to enter Vladivostok during the war with a cargo of coal and narrowly escaped being captured by the Japanese. Coming out of the Siberian port, the vessel was stopped by the Japanese, but as there was nothing on board then to which exception could be taken, Captain Graham had the satisfaction of completing the adventurous voyage in safety and arrived at Moji in February, 1905. Although of a somewhat reserved temperament, Captain Graham became very popular in the course of repeated visits to Shimoda and Moji, where he was known and respected by all the foreign residents and where the news of his death has occasioned deep gloom. He resided at Leith and leaves a young widow, to whom the heartfelt sympathy of all will go out in her great bereavement.

The third officer, who was one of the survivors, gave an account of the disaster and the following summary was placed at our contemporary's disposal:—
"On the 28th inst. the 'Dunearn' encountered a very severe typhoon and could make but little headway, the engines going slow.
"All the officers' cabins were flooded and the bursting of a sea in the bunkers gradually worked the coal into the engine-room, giving the vessel a bad list. Just before she turned over, another heavy sea struck her and carried away the starboard side of the bridge, chart-room, and cabins, and washed overboard the Captain and Second Mate. The No. 2 hatch was also burst open and this seems to have been the chief cause of the vessel going over. She sank about 3 p.m. on the 28th when, roughly, Long. 128 E., Lat. 30° 31' N. The other survivors were the Fourth Engineer. They were picked up by the 'Saikyo Maru' in Long. 127° 19' E., Lat. 31° 43' N. at 11.20 a.m. and 1.30 p.m. on the 27th."

Officers of the "Saikyo Maru" state that, as their vessel passed the scene of the wreck, a great number of sharks were seen, and it is probable that many of the missing sailors fell victims to the voracious monsters.

THE "ENTENTE CORDIALE" AT CANTON.

Mr. H. H. Fox, the Acting British Consul-General at Canton, in a public notification says he has much pleasure in bringing to the notice of British residents on Shamoon the following correspondence which has recently passed between the French Consulate and the Consulate-General with reference to the assistance rendered to the French gunboats on the occasion of the typhoon of July 28th last.

[Translation.]
M. BEAUVAIS TO MR. FOX.
1st September, 1908.

SIR, AND DEAR COLLEAGUE,—In a letter dated 22nd August, Rear Admiral Perrin, Commander-in-Chief of the French Naval Division in the Far East, has requested me to convey his deep and sincere gratitude to the residents, both French and others residing on the concessions of Shamoon, who, undeterred by the fury of the wind, the torrents of rain, and the falling trees, which exposed them to constant danger, rendered the most friendly assistance to the crews of the French gunboats on the occasion of the typhoon on the 28th July last.

I feel that I cannot do better than request you to be so good as to bring this expression of the Rear-Admiral's appreciation to the notice of your nationals, and I venture at the same time to express to you my full sympathy with these sentiments.

(Signed) J. J. BEAUVAIS.

MR. FOX TO MR. BEAUVAIS.
3rd September 1908.

SIR, AND DEAR COLLEAGUE,—I have the honour to acknowledge receipt of your letter dated the 1st instant, in which you are so kind as to convey to me, for the information of my nationals, an expression of the appreciation by Rear-Admiral Perrin, Commander-in-Chief of the French Naval Division in the Far East, of the services rendered by the French residents on Shamoon to the French gunboats on the occasion of the recent typhoon.

It will give me great pleasure to acquaint my nationals with the contents of your exceedingly courteous communication, and I take this opportunity to tender to Admiral Perrin and yourself our sincere thanks for your most kind appreciation of services which, while trifling in themselves, were rendered in a spirit of good comradeship and admiration for those brave French sailors who worked so nobly to save their ships.

I have &c.
HARRY H. FOX.

INSURANCES

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Hongkong, 18th August, 1930.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & Co.,
Agents.
Hongkong, 5th September, 1930.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1927
£18,114,624.

- I. Authorized Capital.....£3,000,000
- Subscribed Capital.....2,750,000
- Paid-up Capital.....887,500 0-0
- II. Fire Funds.....£8,658,374 15 7

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & Co.,
Agents.
Hongkong, 21st July, 1930.

NOTICE TO CONSIGNEES

SE. "BERNEST SIMONS" COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne", from Havre ex s.s. "Dordogne", from Bordeaux ex s.s. "Ville de Lorient" in connection with above steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undischarged after MONDAY, 24th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th Sept., or they will not be recognized. All damaged packages will be examined on MONDAY, the 7th Sept., at 3 p.m.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.
Hongkong, 31st August, 1930.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risks in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Victoria,"
From Australia ex s.s. "Himalaya,"
From Calcutta, ex s.s. "Borneo,"
From Ceylon, ex s.s. "P. I. S. N. & Co.'s Steamer."

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

P. J. ABBOTT,
Acting Superintendent.
Hongkong, 2nd September, 1930.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE" FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undischarged after the 10th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 17th inst., or they will not be recognized.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 3rd September, 1930.

DAVID CORSE & SON'S MERCHANT NAVY NAVY ROILED LONG FLAX RELIANT CROWN TARPULING

ARNOLD, KARBURG & Co.
Sole Agents.

THE TOTAL LOSS OF THE ZEPPELIN AIRSHIP.

THE REMARKABLE DISASTER DESCRIBED.

Berlin, August 5th.

Count Zeppelin's splendid airship, for months past the cynosure of the world's eyes, is no more. It has not merely been damaged or wrecked, or even destroyed; it has been annihilated. The proud fabric has been utterly consumed by an explosion, the culmination of a series of mishaps, and has disappeared off the face of the earth. The disaster occurred near Echterdingen, a village six miles to the south of Stuttgart, where the Count had been obliged for a second time to interrupt his twenty-four hour voyage and to descend on to terra firma. He demonstrated his ability to do this, but before the gas which was necessary for him to resume his journey could arrive from Friedrichshafen, the dreaded wind arose, the huge vessel broke away from its anchorage, and, before it had drifted very far, blew up with a terrific report.

Humanity, which has watched the Count's efforts with so much interest, will deeply sympathize with him in the terrible tragedy which has overtaken him. Yesterday he was sailing triumphantly through the air, to the accompaniment of an almost unbroken roar of cheering. All Germany was ringing with praise of the man who had brought in a new era, and opened up to his Fatherland the prospect of hitherto undreamed-of national achievements. To-day he stands sadly by a little heap of waste metal, all that remains of the beautiful machine which had borne up these high hopes. After the sacrifice of his life, time, and fortune to the working out of his idea, after braving many a malicious stroke of fate, and disregarding the polite ridicule of the scientific world, he seemed, in the evening of his career, on the point of reaching most unexampled success. Now all his fair prospects have been dashed to the ground.

MYSTERIOUS DISASTER.

The growing explosion, which has not yet been explained, would appear not to have been an incident essential to the circumstances of the case. Without it, however, the airship would have been little better than a worthless derelict, and the whole course of the latest trip would seem to show that it was rather premature to regard the Zeppelin invention in its present stage as a final solution of the problem of aerial navigation. The German public had become so interested in the results actually attained that several papers had already declared that the Count's descent on the Rhine last evening was deliberately carried out, though all accounts agree that he took further supplies of benzine on board, and though he remained below four hours, a delay which was quite unnecessary to demonstrate his ability to alight on the comparatively confined area of a river surface. No authentic particulars have been issued as to the cause of the descent and the subsequent disaster, and the various reports differ so diametrically from one another that it would be waste of time to repeat any of them. It may, however, be regarded as undeniable that the descent was made because it was held to be impossible to complete the trip to Mayence and return to Friedrichshafen with it.

While the airship lay on the Rhine last evening it was inspected, by the King's three sisters, the Crown Princess of Greece, the Grand Duchess of Mecklenburg, and Princess Charlotte, who arrived on the scene in an automobile.

RETURN JOURNEY BEGUN.

The return journey was made at half-past ten, and twenty minutes later the aerostat appeared over Mayence. Here it turned and proceeded in the direction from which it had come. The night was dark, and all that could be seen of it from the earth were two tiny twinkling lights fore and aft, but hundreds of thousands were still on the look-out, and the aerial craft was greeted everywhere, as in the daytime, with the firing of salutes and the ringing of bells. Deutschland über alles! Deutschland über alles! Deutschland über alles! Between one and two in the morning it passed over Mannheim for a second time, and then left the valley of the Rhine and bent away eastwards towards Stuttgart. It was signalled from Ludwigsburg at a quarter past five, and thence the news of its approach was telephoned to the Württemberg capital, above which it arrived an hour later.

A few minutes later the roofs of the town were covered with excited spectators, who raised the customary demonstrations as the airship sailed above their heads. The Count responded by executing several manoeuvres to demonstrate the ease with which the aerostat could be steered in either a horizontal or a vertical direction.

Meanwhile an enormous crowd had assembled on the shores of Lake Constance to welcome the airship back to port. The King of Württemberg himself turned out unusually early to greet the Count on his arrival. But hour followed hour, and straining eyes could still see no suspicious speck on the horizon. At last an urgent telegram came to say that the airship had been obliged to descend at Echterdingen, and that a supply of hydrogen must be despatched by special express train to enable it to proceed on its way.

What exactly had occurred is another of the mysteries of this ill-fated voyage. Over Stuttgart the Count flung out a message which implied that he had no fears of being able to complete his cruise, yet only six miles further on it was necessary to descend. An even stretch of cultivated land offered a favourable opportunity for alighting, and it may here be remarked that the almost complete absence of hedges, walls, and fences in the agricultural districts on the Continent affords facilities for the descent of airships of the Zeppelin type which with their long and narrow hulls and five hundred feet of wing would rarely find in the rural parts of England. Apparently the only damage caused in coming to earth was the breaking of one metal rod. The airship was anchored, and no time was lost in sending for more gas. Two ladders were also summoned from the Daimler works at Cannstatt, and came surging in with their tools in an automobile. Troops were also sent for to help to manipulate the airship in case the wind should get up and to preserve order among the public. The latter precaution was necessary, for the entire population of Stuttgart flocked out to have a closer view of the strange vessel, and all through the morning special trains were run to the scene.

THE CATASTROPHE.

It was not quite certain whether it would be possible to get the aerostat away again before to-morrow, but nine o'clock this evening was the latest hour mentioned for a continuation of the voyage. At 11 a.m. the airship was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and at 12.15 it was in the air, and at 12.30 it was in the air, and at 12.45 it was in the air, and at 1.00 it was in the air, and at 1.15 it was in the air, and at 1.30 it was in the air, and at 1.45 it was in the air, and at 2.00 it was in the air, and at 2.15 it was in the air, and at 2.30 it was in the air, and at 2.45 it was in the air, and at 3.00 it was in the air, and at 3.15 it was in the air, and at 3.30 it was in the air, and at 3.45 it was in the air, and at 4.00 it was in the air, and at 4.15 it was in the air, and at 4.30 it was in the air, and at 4.45 it was in the air, and at 5.00 it was in the air, and at 5.15 it was in the air, and at 5.30 it was in the air, and at 5.45 it was in the air, and at 6.00 it was in the air, and at 6.15 it was in the air, and at 6.30 it was in the air, and at 6.45 it was in the air, and at 7.00 it was in the air, and at 7.15 it was in the air, and at 7.30 it was in the air, and at 7.45 it was in the air, and at 8.00 it was in the air, and at 8.15 it was in the air, and at 8.30 it was in the air, and at 8.45 it was in the air, and at 9.00 it was in the air, and at 9.15 it was in the air, and at 9.30 it was in the air, and at 9.45 it was in the air, and at 10.00 it was in the air, and at 10.15 it was in the air, and at 10.30 it was in the air, and at 10.45 it was in the air, and at 11.00 it was in the air, and at 11.15 it was in the air, and at 11.30 it was in the air, and at 11.45 it was in the air, and at 12.00 it was in the air, and

SHIPPING.

ARRIVALS.

ARRIVALS.
HAITAN, British str., 4,477, B. Husband, 6th Sept.—Yokohama, 25th August, General—Butterfield & Swire.
BOURBON, French str., 997, Le Bail, 6th Sept.—Brisbane, 2nd Sept., Divers—Chinese.
CARST, Italian str., 7,718, Padana, 6th Sept.—Hankow, 2nd Sept., Divers—Chinese.
GILBERT, French str., 850, Dourineau, 6th Sept.—Kwang Chow, 4th Sept., General—Chinese.
HAITAN, British str., 1,183, J. S. Roach, 6th Sept.—Focchow, 3rd Sept., Amoy 4th and Swatow 5th, General—Douglas, Laprol & Co.
JOWANNE, German str., 952, J. J. Jansen, 5th Sept.—Swatow 4th Sept., General—Joh & Co.
KAGA MARU, Japanese str., 6,301, G. S. Laprol, 6th Sept.—Yokohama and Shanghai 3rd Sept., General—Nippon Yusen Kaisha.
KWANGSHE, Chinese str., 1,450, R. Lincoln, 6th Sept.—Shanghai 2nd Sept., General—Chinese.
LAMBERT, British str., 1,242, Frampton, 5th Sept.—Salgaon 1st August, General—Chinese.
MATHILDE, German str., 831, A. P. Ulderup, 6th Sept.—Haiphong and Hoihow 5th Sept.—Hankow 3rd August, General—Butterfield & Swire.
MONTANA, American str., 211, C. Camus, 4th Sept.—Manila 1st Sept., Ballast—Master.
MYTHUS, British str., 3,763, W. Farwood, 5th Sept.—Hankow 3rd August, General—Butterfield & Swire.
NEVANO, French str., 971, J. H. Eviard, 6th Sept.—Nagasaki 2nd Sept., Siberia, American str., 5,655, A. Zedler, 6th Sept.—San Francisco 11th August, Mails and General—Pacific Mail S.S. Co.
TAISHUN, Chinese str., 6th Sept.—Canton.
YATSHING, British str., 6th Sept.—Canton.
YUNNAN, British str., 6th Sept.—Canton.

DEPARTURES.

DEPARTURES.
BENVENUE, British str., for Nagasaki, 5th Sept.
DAONT, Norwegian str., for Chaochow, 5th Sept.
EMPEROR OF JAPAN, British str., for Vancouver, 5th Sept.
LIANGSOW, British str., for Canton, 5th Sept.
LIGHTNING, British str., for Singapore, 5th Sept.
MOYORI MARU, Japanese str., for Singapore, 5th Sept.
NINGGOW, British str., for Kuching and Vancouver, 5th Sept.
STETIN, British str., for Tientsin, 5th Sept.
YUNNAN, British str., for Manila, 5th Sept.
ARCONIA, Russian str., for Singapore, 5th Sept.
JOHANN, German str., for Hoihow, 5th Sept.
JOHN MARU, Japanese str., for Swatow, 5th Sept.
KEONGWAI, German str., for Swatow, 5th Sept.
KWANGSHE, Chinese str., for Canton, 5th Sept.
WINGSANG, British str., for Swatow, 5th Sept.

SHIPPING REPORTS.

SHIPPING REPORTS.
 The Chinese str. Kwangshe reports: Light variable winds and fine weather, smooth sea.
 The British str. Haitan reports: Light wind, smooth sea and fine clear weather, throughout passage.

VESSELS IN DOCK.

VESSELS IN DOCK.
 September 5th.
ARRIVALS DOCKS.—Forecastle, Prymtheus, London Dock, U.S.S. Albatross, Vigilante, Zefira, Mausang, Hailan.
DOCKING DOCKS.—Pocahontas, H.M.S. Otter.

VESSELS ON THE BERTH.

VESSELS ON THE BERTH.
DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.
"HAITAN,"
 Captain Roach, will be despatched for the above Ports TO-MORROW, the 8th inst., at 2 P.M.
 A reduction of 50 per cent on First Class Fare to Fochow, will be made during the Month of September.
 For Freight or Passage apply to
DOUGLAS LAIDLAK & Co.,
 General Managers.
 Hongkong, 5th September, 1908. 1269

NAVIGAZIONE GENERALE ITALIANA.
 (Florio and Rubattino United Companies.)
STEAM FOR BOMBAY.
 VIA SINGAPORE AND PENANG.
 Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao.
 (Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Algiers, Almeria and Malaga.)

THE Steamship.
"CAPRI,"
 Captain Pedraza, will be despatched as above on THURSDAY, the 10th Sept., at Noon.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
 Agents.
 Hongkong, 1st September, 1908. 4



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR FUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
 Taking Cargo at through rates to the Brazils, Rio de Janeiro, Black Sea, Levant, Venice and Adriatic Ports.

THE Company's Steamship.
"VORWAERTS,"
 Capt. Bodnar, will be despatched as above on or about the 25th September.
 This steamer has splendid accommodation for passengers, electric light and carries a doctor.
 For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
 Agents.
 Prince's Buildings.
 Hongkong, 29th August, 1908. 3

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NYANZA	Brit. str.	—	H. S. Bridgman	P. & O. S. N. Co.	About 9th inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	MALTA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 19th inst., at Noon.
ALEXANDRIA, ANTWERP & HAMBURG &c.	SPERIA	Ger. str.	k.w.	Kotata	HAMBURG-AMERICA LINE	About 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k.w.	Deinat	HAMBURG-AMERICA LINE	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schwinghammer	HAMBURG-AMERICA LINE	On 4th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SILBIA	Ger. str.	k.w.	H. Hoff	HAMBURG-AMERICA LINE	On 18th October.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k.w.	Hildebrandt	HAMBURG-AMERICA LINE	On 31st October.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUTALIN	Fr. str.	—	Verron	MESSAGERIES MARITIMES	On 15th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CATHAY	Jan. str.	—	A. Keith	MESSAGERIES MARITIMES	On 18th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINA	Jan. str.	—	P. J. J. J.	MESSAGERIES MARITIMES	Middle of September.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TAMPA MARU	Jan. str.	k.w.	P. J. J. J.	MESSAGERIES MARITIMES	On 10th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DERFFLINGER	Jan. str.	k.w.	G. Meiners	MESSAGERIES MARITIMES	On 10th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YORWARTS	Jan. str.	k.w.	B. Bodnar	MESSAGERIES MARITIMES	On 10th inst., at 1 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	INDRAMAYO	Am. str.	—	Karberg	STANDARD OIL CO.	About 25th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	VANDALLA	Am. str.	k.w.	W. Ross	STANDARD OIL CO.	On 21st inst., at 5 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	DAKOTAH	Brit. str.	—	W. Ross	STANDARD OIL CO.	On 21st inst., at 5 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	1 m.	G. S. Laprol	STANDARD OIL CO.	About 30th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	LENNOX	Brit. str.	2 m.	G. S. Laprol	STANDARD OIL CO.	On 26th inst., at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	KAGA MARU	Jan. str.	1 m.	G. S. Laprol	STANDARD OIL CO.	On 11th inst., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	INVERC	Brit. str.	—	Boyd	STANDARD OIL CO.	On 15th inst., at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	FOKA MARU	Brit. str.	—	J. Negro	STANDARD OIL CO.	About 20th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	MAHILA	Brit. str.	—	J. Negro	STANDARD OIL CO.	On 29th inst., at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	ALDENHAM	Brit. str.	—	St. John George	STANDARD OIL CO.	On 10th inst., at 5 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	NIKKO MARU	Brit. str.	—	T. Harrison	STANDARD OIL CO.	On 17th inst., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	TAIYUAN	Brit. str.	1 m.	L. Dawson	STANDARD OIL CO.	On 2nd Oct., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	KUMANO MARU	Brit. str.	—	N. Mathieson	STANDARD OIL CO.	On 10th Oct., at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	KAMAKURA MARU	Brit. str.	—	H. Fraser	STANDARD OIL CO.	On 3rd Oct., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	KUMANO MARU	Brit. str.	—	N. Mathieson	STANDARD OIL CO.	To-morrow.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	TAIYUAN	Brit. str.	—	Pand	STANDARD OIL CO.	On 30th inst., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	QUEENSTOWN	Brit. str.	—	M. Nemoto	STANDARD OIL CO.	Quick despatch.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	BUJUN MARU	Brit. str.	—	M. Nemoto	STANDARD OIL CO.	On 10th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	NAMANG	Brit. str.	1 m.	M. B. Lake	STANDARD OIL CO.	To-morrow, at 10 A.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	FOKA MARU	Brit. str.	—	M. Windler	STANDARD OIL CO.	To-morrow, at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	YAPING	Brit. str.	—	C. Dewar	STANDARD OIL CO.	To-morrow.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	LUIZOW	Brit. str.	—	C. Dewar	STANDARD OIL CO.	On 9th inst., at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	SILBIA	Brit. str.	—	W. W. Cooke	STANDARD OIL CO.	About 9th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	PEBA	Brit. str.	—	W. W. Cooke	STANDARD OIL CO.	On 14th inst., P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	VILLE DE LA CIOTAT	Brit. str.	—	A. L. Valentini	STANDARD OIL CO.	On 15th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	TRANQUER	Brit. str.	—	A. L. Valentini	STANDARD OIL CO.	About 17th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	SAMBIA	Brit. str.	k.w.	Hildebrandt	STANDARD OIL CO.	Quick despatch.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	ORIENTAL	Brit. str.	—	J. Negro	STANDARD OIL CO.	On 18th inst., at 10 A.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	TUJUN	Brit. str.	—	J. Negro	STANDARD OIL CO.	On 13th inst., at 2 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	SHOSHU MARU	Brit. str.	—	I. Sakurai	STANDARD OIL CO.	To-day, at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	DAIJUN MARU	Brit. str.	—	I. Sakurai	STANDARD OIL CO.	To-morrow, at 2 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	YUNNAN	Brit. str.	1 m.	W. O. Jones	STANDARD OIL CO.	On 10th inst., at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	HAITAN	Brit. str.	3 h.	E. Fogarty	STANDARD OIL CO.	To-morrow, at 2 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	HOICOW	Brit. str.	1 m.	Imbhen	STANDARD OIL CO.	To-morrow, at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	CHIBELI	Brit. str.	1 m.	W. O. Jones	STANDARD OIL CO.	On 11th inst., at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	TRAN	Brit. str.	—	R. Rodger	STANDARD OIL CO.	On 12th inst., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	LOONGSANG	Brit. str.	—	T. Mevrick	STANDARD OIL CO.	On 18th inst., at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	ZATIRO	Brit. str.	—	R. W. Almond	STANDARD OIL CO.	On 19th inst., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	YUNNAN	Brit. str.	—	W. G. Webb	STANDARD OIL CO.	To-morrow, at 4 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	RUBI	Brit. str.	—	F. Sembl	STANDARD OIL CO.	Beginning of September.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	MAUSANG	Brit. str.	—	A. Stewart	STANDARD OIL CO.	On 10th inst., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	BORNEO	Brit. str.	—	A. Stewart	STANDARD OIL CO.	On 12th inst., at 3 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	ARRATON APOAR	Brit. str.	—	A. Stewart	STANDARD OIL CO.	On 10th inst., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	FOKESANG	Brit. str.	—	A. Stewart	STANDARD OIL CO.	On 12th inst., at 3 P.M.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	CAPRI	Brit. str.	—	A. Stewart	STANDARD OIL CO.	On 10th inst., at Noon.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	TEBOSHI MARU	Brit. str.	—	A. Stewart	STANDARD OIL CO.	On 17th inst.
NEW YORK & BOSTON VIA PORTS & SUEZ CANAL	TUJUN	Brit. str.	—	A. Stewart	STANDARD OIL CO.	Quick despatch.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 DAYS
 Across the Pacific is the "EMPEROR LINE" Serving 5 to 10 days' Ocean Travel.
 12 DAYS YOKOHAMA to VANCOUVER.
 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	TO	PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
"LENNOX"	3,500	FRIDAY, 11th Sept.	11th Oct.	
"EMPEROR OF CHINA"	6,000	SATURDAY, 28th Sept.	17th Oct.	
"MONTAGUE"	6,000	SATURDAY, 3rd Oct.	27th Oct.	
"EMPEROR OF INDIA"	6,000	SATURDAY, 17th Oct.	7th Nov.	
"EMPEROR OF JAPAN"	6,000	SATURDAY, 7th Nov.	28th Nov.	
"EMPEROR OF CHINA"	6,000	SATURDAY, 28th Nov.	19th Dec.	

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 S.S. "MONTAGUE," "LENNOX" and "GLENFARG" at 12 Noon.
 THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York 27/10 Intermediate, or Steamers, "240," "242."
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.
 R.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya, opposite Blake Pier.

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBÉ and YOKOHAMA	"LUZOW" Capt. C. DEWEES	About Wed. day 9th September.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"DERFFLINGER" Capt. G. MEINERS	Thursday, 10th Sept., at Noon.
MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANTIA" Capt. MINSHEN	Thursday, 10th Sept., at 5 P.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Beginning of September.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELOHRS & CO.,
 GENERAL AGENTS, HONGKONG & CHINA.
 Hongkong, 2nd September, 1908. 5

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SPANGHAI, KOBÉ & YOKOHAMA	"VILLE DE LA CIOTAT" Capt. Barillon	On 14th Sept. P.M.
MARSEILLES, VIA PORTS	"AUSTRALIEN" Capt. Verron	On 15th Sept. 1 P.M.
SHANGHAI, KOBÉ & YOKOHAMA	"CALEDONIEN" Capt. Martin	On 23rd Sept. P.M.
MARSEILLES, VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 29th Sept. 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to
P. NALIN, ACTING AGENT,
 Hongkong, 4th September, 1908. Queen's Building. 2

NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
 Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.
 PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
KEELUNG, MOJI, KOBÉ, YOKKACHI, SHIMIDZU, AND YOKOHAMA.

Steamers.	Tons.	Captain.	Sailing Date.
INVERC	2,789	Boyd	About 20th September.

These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 Queen's Buildings.
 Hongkong, 27th August, 1908.

VESSELS ON THE BERTH.

For SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

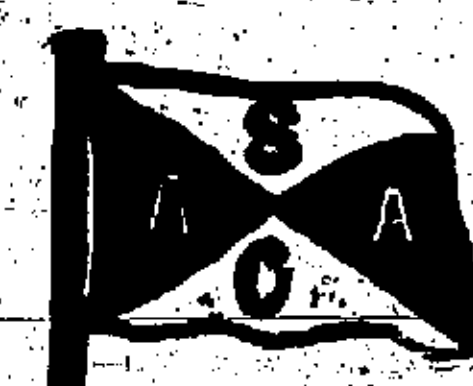
"ARRATON APOAR,"
 Captain A. Stewart, will be despatched for the above Ports on THURSDAY, the 10th inst., at Noon.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
 Agents.
 Hongkong, 5th September, 1908. 1270

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY AND MELBOURNE.
 Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship.

"ALDENHAM,"
 Captain St. John George, will be despatched as above on THURSDAY, 17th inst., at Noon.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 4th September, 1908. 1262



HONGKONG-NEW YORK AND BOSTON.

AMERICAN ASIATIC STEAMSHIP CO.

For NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.
 (with liberty to call at the Malabar Coast).
 S.S. "INDRAMAYO" On 21st Sept., 5 P.M.
 For Freight and Further Information, Apply to
SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 5th September, 1908. 1271

FOR SAN FRANCISCO.

THE Steamship.

"DAKOTAH,"
 Capt. W. Ross, will be despatched as above on or about 30th September, 1908.
 For Freight and Passage, apply to
STANDARD OIL CO. OF NEW YORK,
 Oriental Freight Department,
 (Hotel Maunsions).
 Hongkong, 4th September, 1908. 1263

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue "THROUGH BILLS OF LADING" for all the principal ports in SOUTH AFRICA, in connection with the CHINA STRAITS NAVIGATION Co's fortnightly service home to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
 For Freight and further particulars, apply to
DODWELL & CO., LIMITED
 General Agents for China and Japan
 Hongkong, 4th August, 1898.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c.

PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

PRINTING

AND

BOOKBINDING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON AND ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	NYANZA	About 9th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PERA	About 12th Sept.	Freight only.
SHANGHAI, MOJI, and KOBE	ORIENTAL	About 17th Sept.	Freight and Passage.
LONDON via USUAL PORTS MALTA	MALTA	Noon, 19th Sept.	See Special Advertisement.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 7th September, 1908.

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, SHANGHAI and CHINESE HARBOR and HAIPHONG	YUNYAN	On 7th Sept., 4 P.M.
MANILA	"CHIEH"	On 8th Sept., 9 A.M.
SWATOW, CHEFOO and TIENTSIN	"TEAN"	On 8th Sept., 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, OOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 10th Oct., 4 P.M.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accom-
modation with Electric Light throughout and Electric Fans in the Staterooms and Dining
Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light through-
out and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked
through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo
on through Bills of Lading to all Yangtze and Northern China Ports.

ALONG, PANES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS
Hongkong, 7th September, 1908.

OSAKA SHOSEN KAISHA

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY, & FOOCHOW	"BUJUN MARU"	TUESDAY, 8th Sept., at 10 A.M.
TAMU via SWATOW, AMOY, & FOOCHOW	"DALIN MARU"	SUNDAY, 13th Sept., at 2 P.M.
ANPING via SWATOW, AMOY, & FOOCHOW	"SHOSHU MARU"	WEDNESDAY, 16th Sept., at 10 A.M.

A Reduction of 20 Per Cent. will be made on First and Second Class Fares to Foochow, until Further Notice.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Ample Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 7th September, 1908. T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA, AND PHILIPPINES,
via STRAITS and COLOMBO
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:
OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SILESIA	10th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAMBIA	18th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SUEVIA	25th September
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SENEAMBIA	10th October
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. BELGRAVIA	17th October

FOR MARSEILLES, ANTWERP & HAMBURG:	S.S. SLAVONIA	10th Sept.
FOR HAVRE & HAMBURG:	S.S. AMBRIA	20th Sept.
FOR ALEXANDRIA, ANTWERP & HAMBURG:	S.S. SPEZIA	About 28th Sept.
FOR HAVRE & HAMBURG:	S.S. BRASLIA	4th Oct.
FOR HAVRE & HAMBURG:	S.S. SILESIA	19th Oct.
FOR SHANGHAI, YOKOHAMA & KOBE:	S.S. SAMBIA	31st Oct.

FOR NEW YORK ... S.S. VANDALIA ... On 25th September.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Tuesday, 8th Sept., Noon.
SANDAKAN	"MAUSANG"	Tuesday, 8th Sept., 4 P.M.
SHANGHAI	"YATSHING"	Wednesday, 9th Sept., 4 P.M.
MANILA	"LOONGSANG"	Friday, 11th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"POOKSANG"	Saturday, 12th Sept., 3 P.M.
MANILA	"YUENSANG"	Friday, 18th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KITSANG" and "FOOKSANG" leave about every 3 weeks for
Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing
a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First-Class Passengers and are fitted throughout
with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin
and Newchwang.
Taking Cargo on Through Bills of Lading to Kaitai, Lahad, Dava, Simporia, Tawao,
Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.
Hongkong, 7th September, 1908.

EAST ASIATIC CO., LD.,
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK
SWEDISH EAST ASIATIC CO., LD.
GOTHENBURG.PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	HAVRE	STEAMERS	DATE OF SAILING
MARSEILLES	"CATHAY"	Middle of Sept.
SHANGHAI, YOKOHAMA and KOBE	"TRANSQUEBAR"	On 15th Sept.

For Further Particulars, apply to
HONGKONG, 7th September, 1908. MELOHERS & CO.,
AGENTS.

CHARGEURS REUNIS
FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ.—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo,
Singapore, Hongkong, Chiuwanto, (Peking Tientsin), Kobe, Yokohama,
GENOA to HONGKONG in 30 DAYS.
NAPOLES to HONGKONG in 29 DAYS.
Unique Opportunity to make a Tour in North China and Japan with Great Speed,
Safety and Comfort.

TRANS-PACIFIC.—Victoria (B.C.), Vancouver, Seattle, San Francisco,
CONNECTING WITH CANADIAN PACIFIC RAILWAY.
Passengers to Overland and Europe } via Vancouver
YOKOHAMA to VANCOUVER 13 DAYS
YOKOHAMA to LONDON and PARIS 25 DAYS

HOMEWARD via MAGELLAN STRAITS.—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

OUESSENT	10th Sept.	CEYLAN	26th Nov.
AMIRAL OLRY	12th Oct.	COBSE	11th Jan. 09

New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly
equipped with single berth Cabins.

Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For Further Particulars, apply to—
P. NALIN, ACTING AGENT,
FRENCH MAIL OFFICE.
Hongkong, 7th September, 1908.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU Capt. A. Keith, Tons 5309	WEDNESDAY, 16th Sept., at Daylight
VICTORIA, B.C. and SEATTLE, WASH., via KAGAWA MARU	Capt. C. H. Butler, Tons 6183	WEDNESDAY, 30th Sept., at Daylight
SEATTLE, WASH., via KAGAWA MARU	Capt. G. S. Loppick, Tons 6331	TUESDAY, 15th Sept., at 4 P.M.
KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA	Capt. J. Nagao, Tons 5823	TUESDAY, 29th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. T. Harrison, Tons 5559	FRIDAY, 2nd Oct., at Noon
KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson, Tons 5076	FRIDAY, 9th Oct., at Noon
SHANGHAI, MOJI, and KOBE	KAMAKURA MARU Capt. H. Fraser, Tons 6126	TUESDAY, 8th September, at Noon
ROMBAY via SINGAPORE, and COLOMBO	YEBOSHI MARU Capt. M. Winkler, Tons 3412	TUESDAY, 8th September, at Noon
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. B. Kon, Tons 4097	SATURDAY, 17th September, at Noon
	KUMANO MARU Capt. N. Mathieson, Tons 5076	WEDNESDAY, 30th Sept., at Noon

Omitting Keelung and Shimidzu.
Fitted with Marconi's System of Wireless Telegraphy.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

Hongkong 5th September, 1908.

T. KUSUMOTO,
MANAGER.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
Hongkong and Manila. Saloon amidships. Electric Light. Perfect
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-
date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN	PORT	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila	On 12th Sept., Noon.
RUBI	2540	R. W. Almond	Manila	On 19th Sept., Noon.

For Freight or Passage apply to

Hongkong, 31st August, 1908

SHEWAN, TOMES & CO.,
GENERAL MANAGERSTHOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.

HEAD OFFICE: LUDGATE CIRCUS, LONDON, E.C.
TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VERTS ROAD,
HONGKONG.Japan Office:
14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIMAH	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIBODAS	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJILIWONG	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJILATJAP	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAVA	Second half of Oct.	JAPAN	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor,
Hongkong, 7th September, 1908.JAVA-CHINA-JAPAN LIJN.
Telephone No. 375.

18

When you ask for

BOVRIL

do not take a cheap imitation. BOVRIL is
all beef and is a standardised strength-
giving food.

Always have BOVRIL handy.

By Royal
Warrant toHis Majesty
The King.

64-1

DINNEFORD'S

The Physician's
Cure for Gout,
Rheumatic Gout,
and Gravel.The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Stomach Distension, Biliary Affections.Safest and most
Effective Aperient
for
Regular Use.DINNEFORD'S
MAGNESIA

MAGNESIA

BENGER'S
FOOD

A Food of great nutritive value which
can be made suitable for any degree of
digestive power by the simple process of
letting it stand for a longer or shorter
period at one stage of its preparation.

When strength is returning after illness, a carefully regulated
and increasing amount of exercise for the digestive functions is
beneficial. Benger's Food is the only food which can be pre-
pared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS

Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG

CLEANSE YOUR BLOOD
WITH GRIMALT & CO'S
SARSAPARILLA

The original sar-
saparilla recom-
mended for the
last 40 years for
lymphatic diseases,
eruptions, boils,
and all disorders
of the skin.

GRIMALT & CO.
Sole Importers
PARIS

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June
1908. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office.
Hongkong 23rd July 1908

SHIPPING IN PORT.

STEAMERS.

ABANA, British str., 2,675, A. Bowden, 26th Aug.—New York 28th June, Peninsular & North Eastern Co. Co.

ADISCRATED, British str., 2,166, A. D. Moody, 30th August—Barry Dock 14th July, Coal—Navy Department.

AMERICA MARU, Japanese str., 3,460, W. E. Filmer, 28th August—San Francisco and Shanghai 26th August, Malle and General—Toyo Kisen Kaisha.

ARSEKIL, British str., 2,433, Winsonm, 24th August—Whampoa 23rd August, Ballast—Bridley & Co.

BOENRO, German str., 1,344, F. Sembill, 3rd Sept.—Batavia 29th Aug., General—Melchers & Co.

BUJUN MARU, Japanese str., 1,811, M. Nemoto, 4th Sept.—Swatow 3rd Sept., General—Oosaka Shosen Kaisha.

CEPHIL, British str., 1,149, J. Warraok, 4th Sept.—Haiphong 31st August, General—Butterfield & Swire.

CLAYBURN, British str., 2,518, W. H. Sedon, 17th August—from Cardiff, Genls.—Doddrell & Co.

FORBET str., British str., 2,833, Noall, 24th August—Saumag 9 10th August, Sugar—Butterfield & Swire.

GERMANIA, German str., 1,718, H. Lorenzen, 3rd September—Bangkok and Amoy 2nd September, General—Jensen & Co.

HAILAN, French str., 1,477, O. A. Hoeg, 31st August—Hobow 29th August, General—A. Marly.

HUTCHIN, British str., 1,217, E. Koryth, 3rd Sept.—Wellhead 19th August, General—Butterfield & Swire.

ITAN, German str., 1,446, W. Vogel, 2nd September—Chinkiang 27th August, General—Hamburg-Amerika Linie.

JOHN HARDIN, British str., 2,816, McMillan, 26th August—New York 19th June, Kerosine Oil—Standard Oil Co.

KAIPOPO, British str., 987, Mathias, 22nd Aug.—Cebu and Iloilo 18th August, General—Butterfield & Swire.

KOHICHANG, German str., 1,222, Gessowich, 4th September—Bangkok 29th Aug., Rice and General—Butterfield & Swire.

KWANGTUNG, Chinese str., 1,536, Wm. H. Hunt, 30th Aug.—Shanghai 27th Aug., General—China.

LAMINGTON, British str., 2,238, Macphail, 31st August—Hongay 28th August, Coal—Butterfield & Swire.

LAUSCHAN, German str., 2,059, Sperling, 25th Aug.—Moj 17th Aug., Coal—Jensen & Co.

LENNOX, British str., 2,574, F. McKail, 24th August—Vancouver 27th July, General—Hutchinson & Co. P. B. Co.

LANGKONG, German str., 1,315, H. Harder, 4th Sept.—Nerowang 30th August, General—Butterfield & Swire.

LOCKSTEN, German str., 1,030, W. Taubert, 25th August—Bangkok 17th August, Rice—Butterfield & Swire.

LOONGKING, British str., 1,092, S. J. Payne, 24th August—Manila via Amoy 23rd Aug., General—Jardine, Matheson & Co.

LOYAL, German str., 1,237, F. Natusia, 30th August—Bangkok and Kohang 22nd August, General—Sander, Wislizen & Co.

MACDUFF, British str., 1,223, O. M. Birch, 17th August—London and Singapore 11th August, General—Doddrell & Co.

MANTIS, German str., 1,108, J. Minssen, 21st August—Sydney 30th July, General—Melchers & Co.

MAUSANG, British str., 1,444, Weigall, 28th August—Sandakan 22nd Aug., Timber & General—Jardine, Matheson & Co.

NAMANG, British str., 2,561, T. M. B. Laks, 3rd Sept.—Calcutta and Singapore 29th Aug., General—Jardine, Matheson & Co.

報新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press),
PUBLISHED DAILY,
Is the oldest and still immemurably the best
Advertising medium among the
Native Community.
Established for over FIFTY YEARS,
Circulates largely throughout Southern China
Indo-China, etc.
Terms for Advertising (Translation free) can
be obtained at the Office, 104, Des Voeux Road
Central, Hongkong; 121, Fleet Street, London
or from the different Agents.
Documents translated from or into Classic
or Colloquial Chinese.

THE
D I R E C T O R Y AND C H R O N I C L E
FOR 1908

Copies may be obtained at the "HONGKONG
DAILY PRESS" OFFICE or from Bookellers
throughout the Far East.

Hongkong, 18th February, 1908. 338

Hongkong, 5th September, 1907.



For prices and further information apply to

GEBRUEDER ROESE, (Roese Brothers) Swatow.
General Agents for the East.

Teentur, Ching Wo, Siam, Soyo Maru
6th—Wray Castle, Suruga, O. Ferd. Lacin
Ceylon Maru, Glenturret, Hyson, Kanagawa
Maru, Peshawur.

ARRIVAL AT HOME.

Printed and Published by **BUTRAM A.**
Central, Victoria, Hongkong; London Office.

Hongkong, 21st September, 1905 575

HALL for the Concerned at 10A, Des Voeux Road
181, Fleet Street, E.C.